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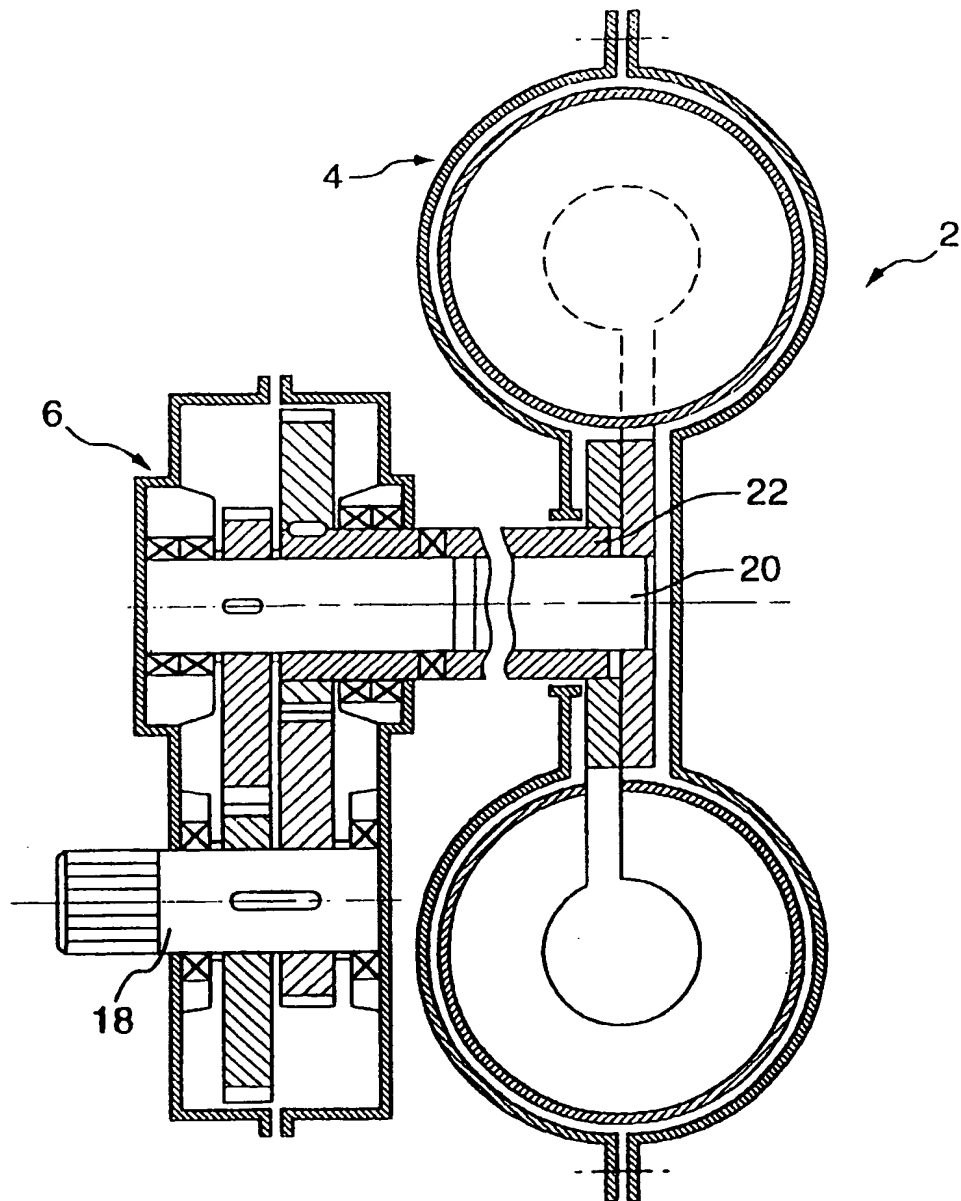


FIG.1 (prior art)

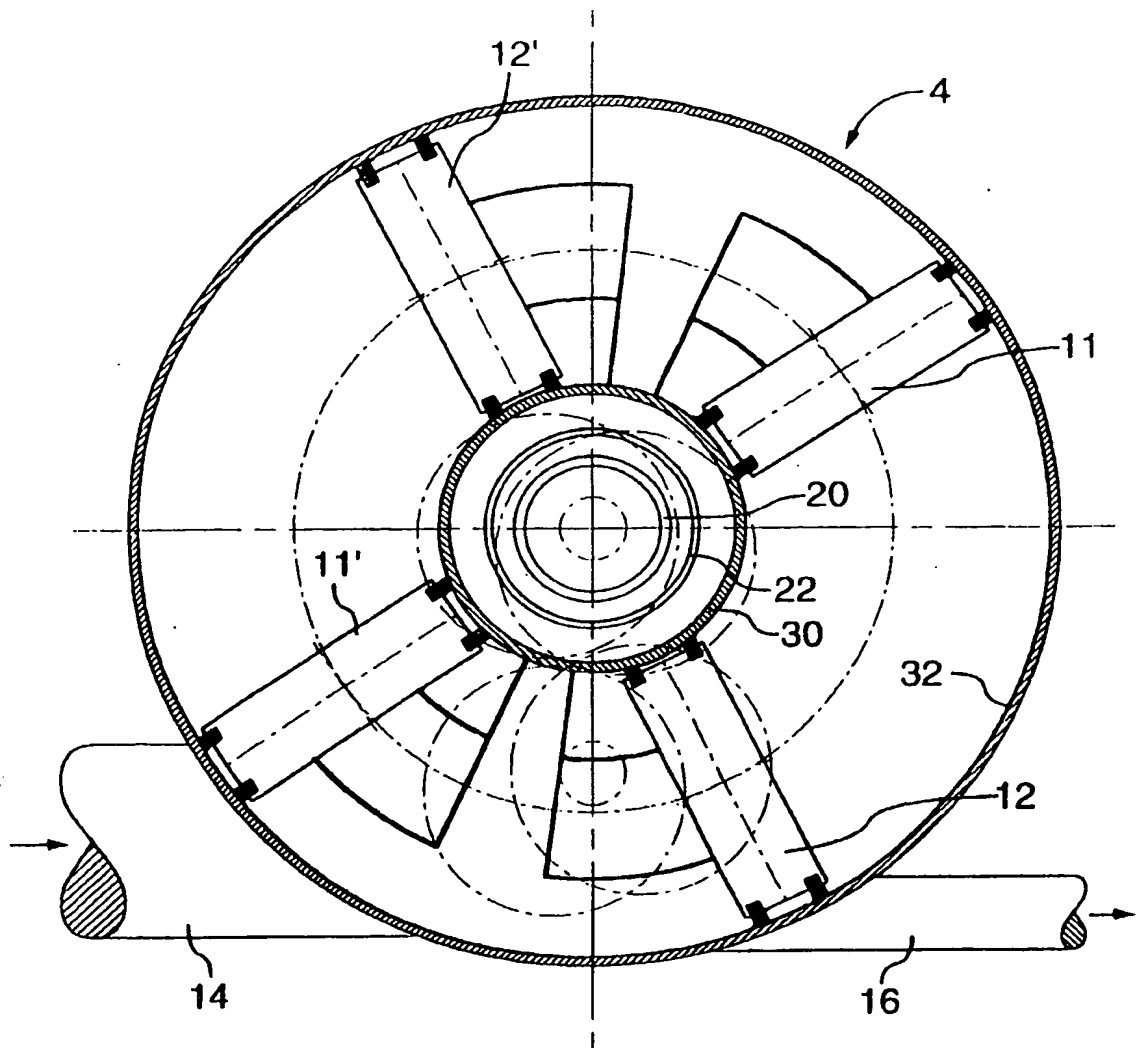


FIG.2 (prior art)

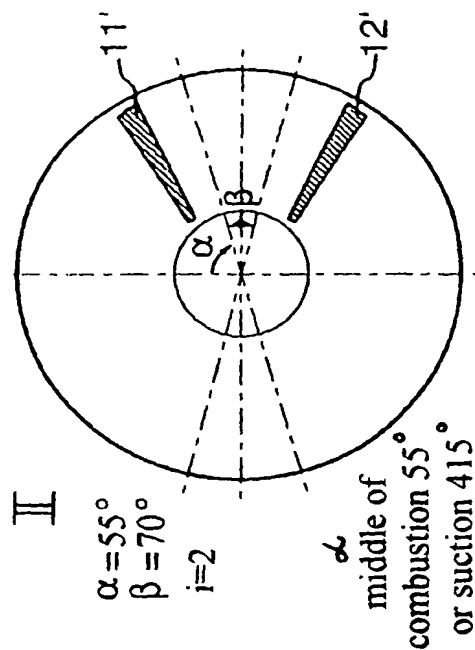


FIG. 4 (prior art)

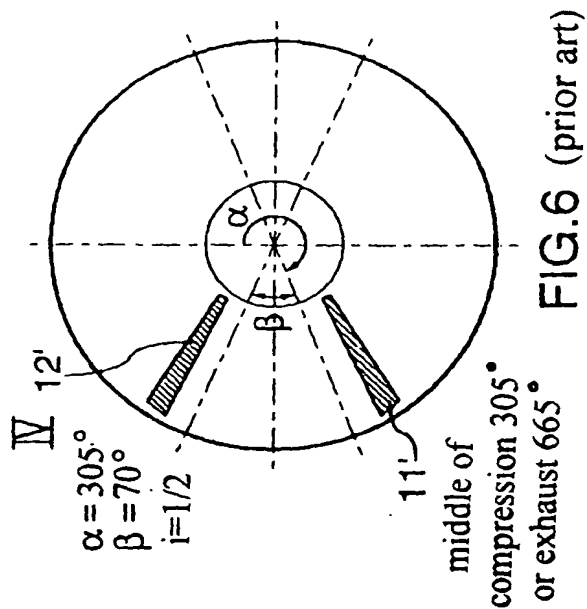


FIG. 6 (prior art)

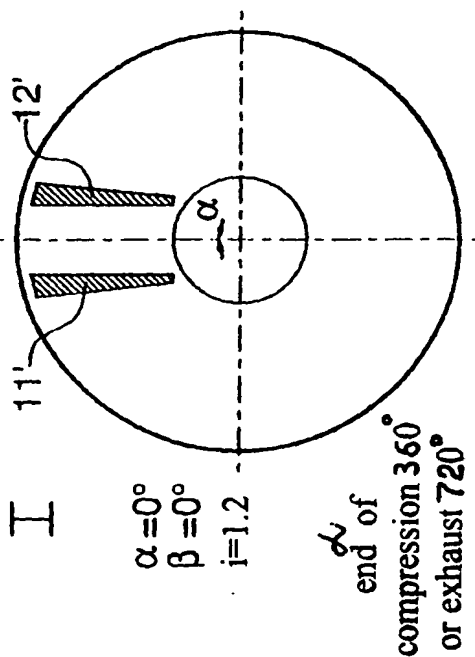


FIG. 3 (prior art)

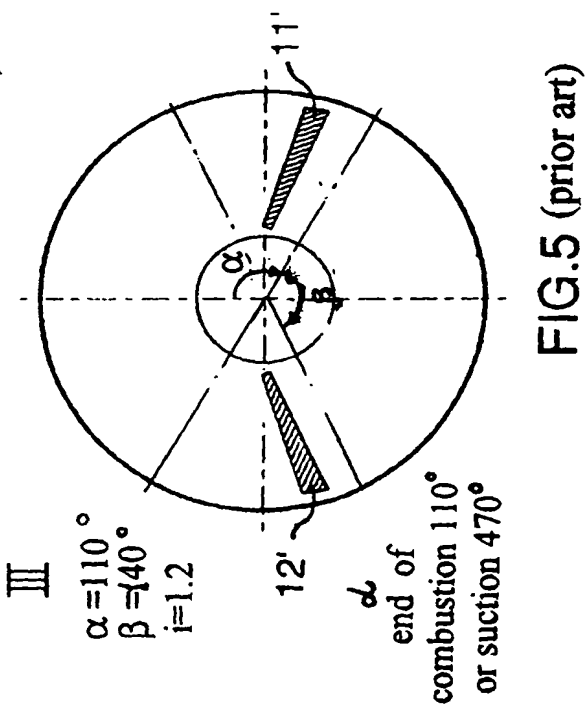


FIG. 5 (prior art)

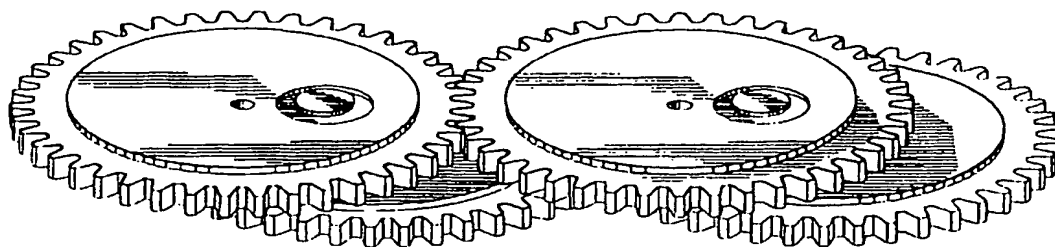


FIG. 7 (prior art)

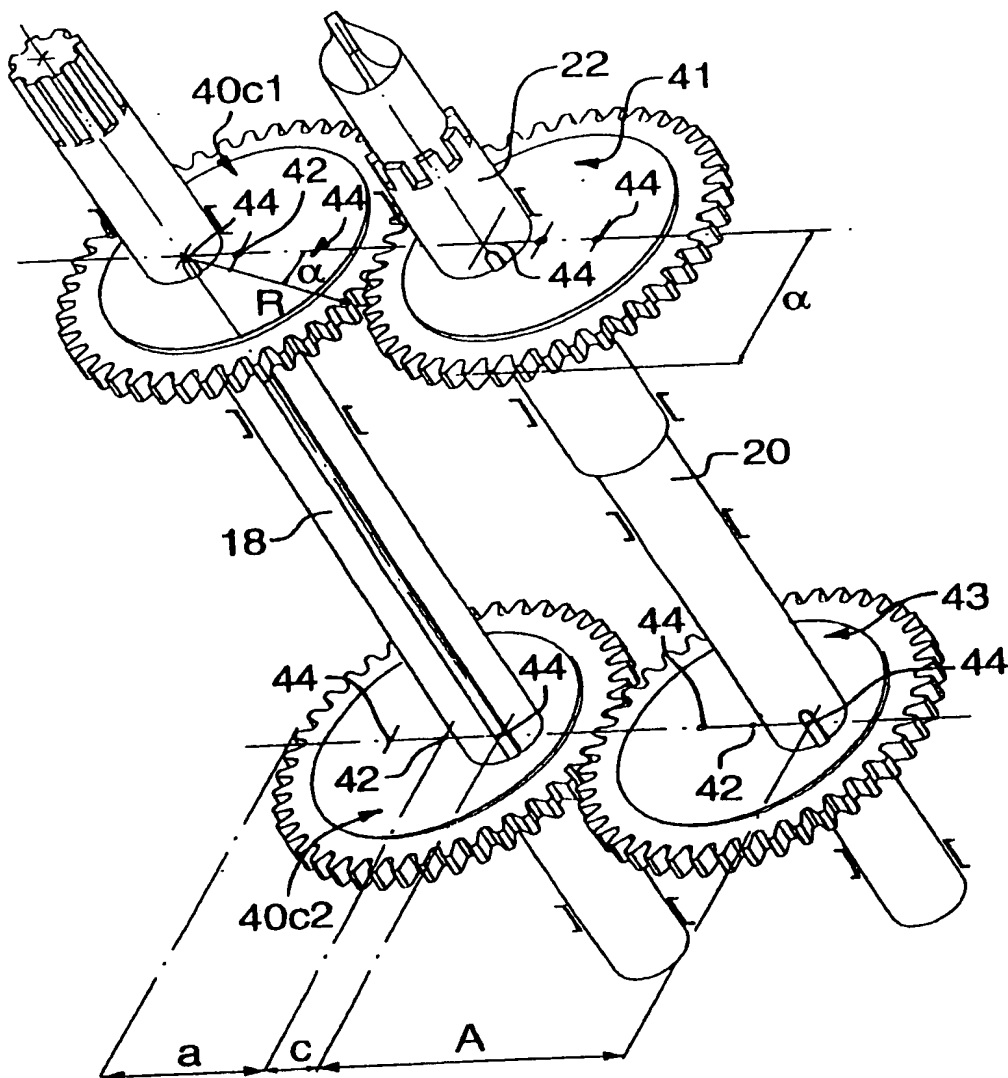


FIG. 8 (prior art)

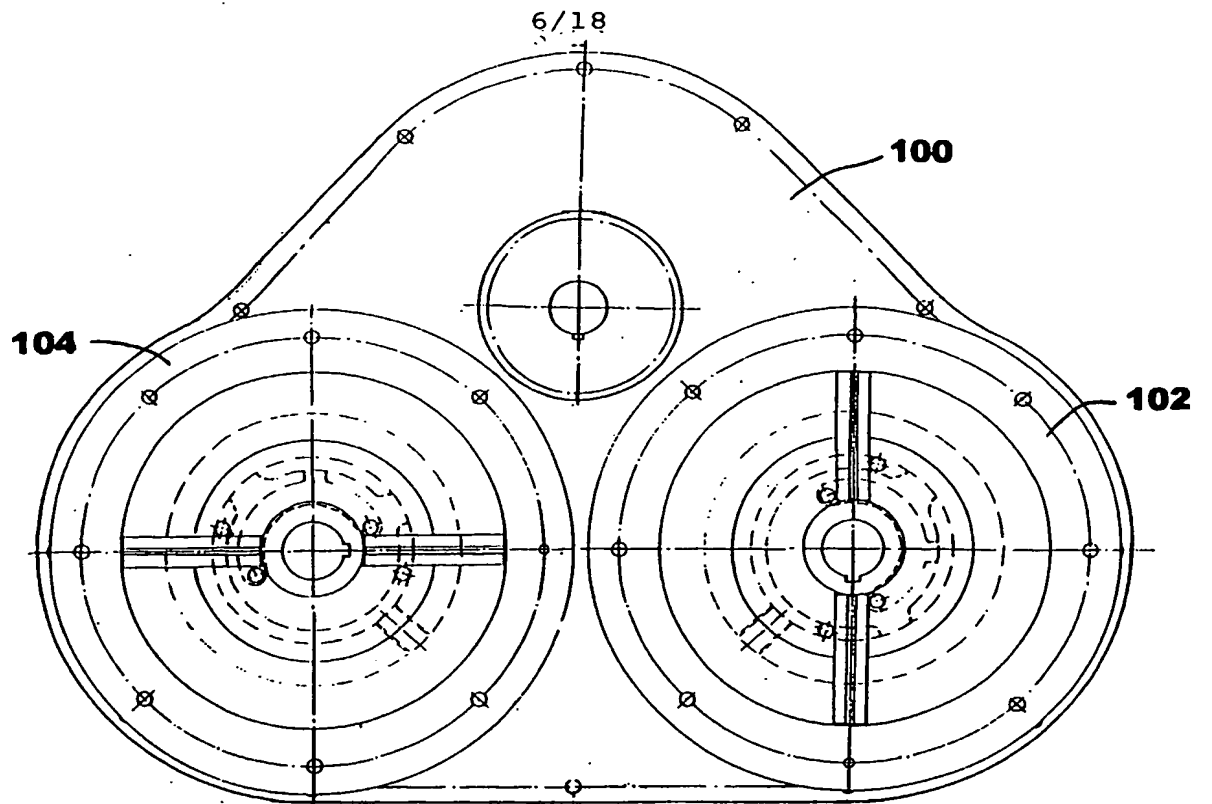


Fig. 9

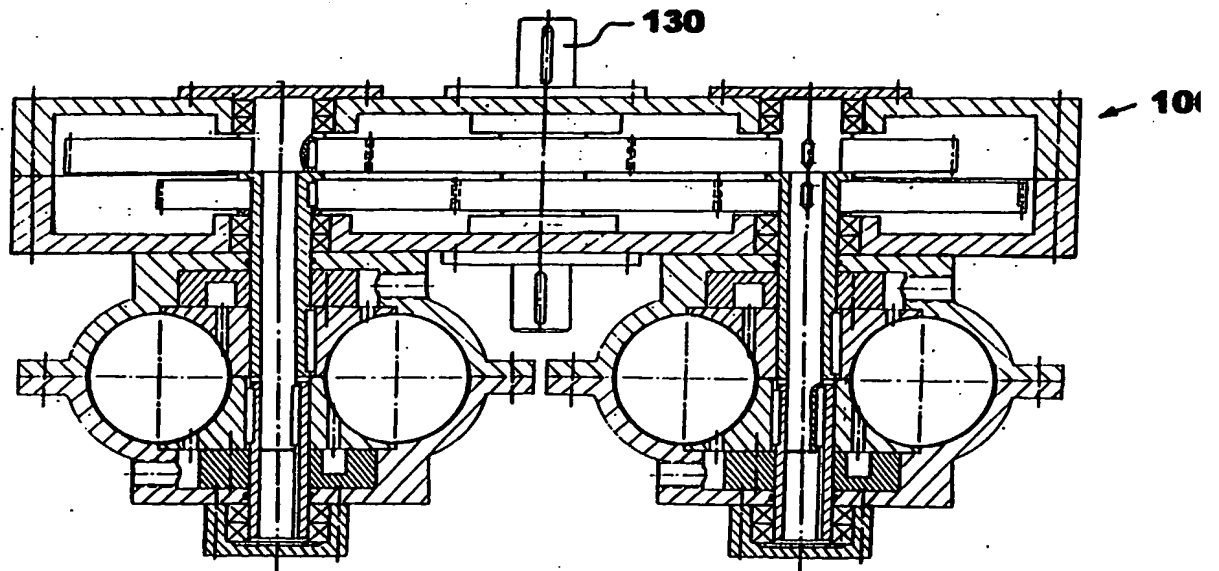


Fig. 10

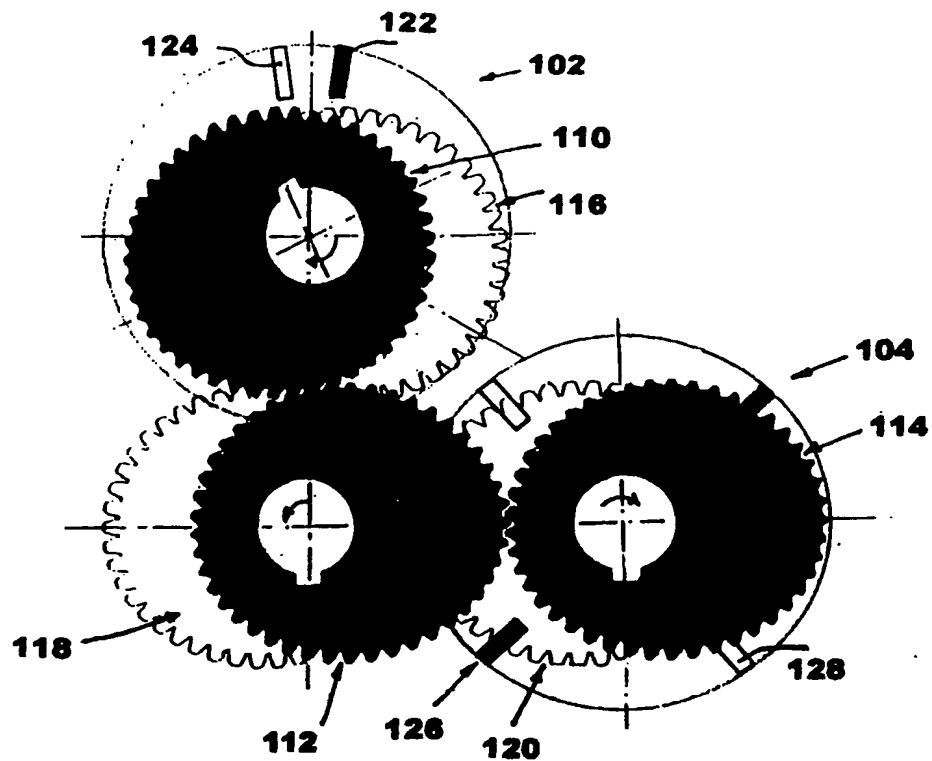


Fig. 11

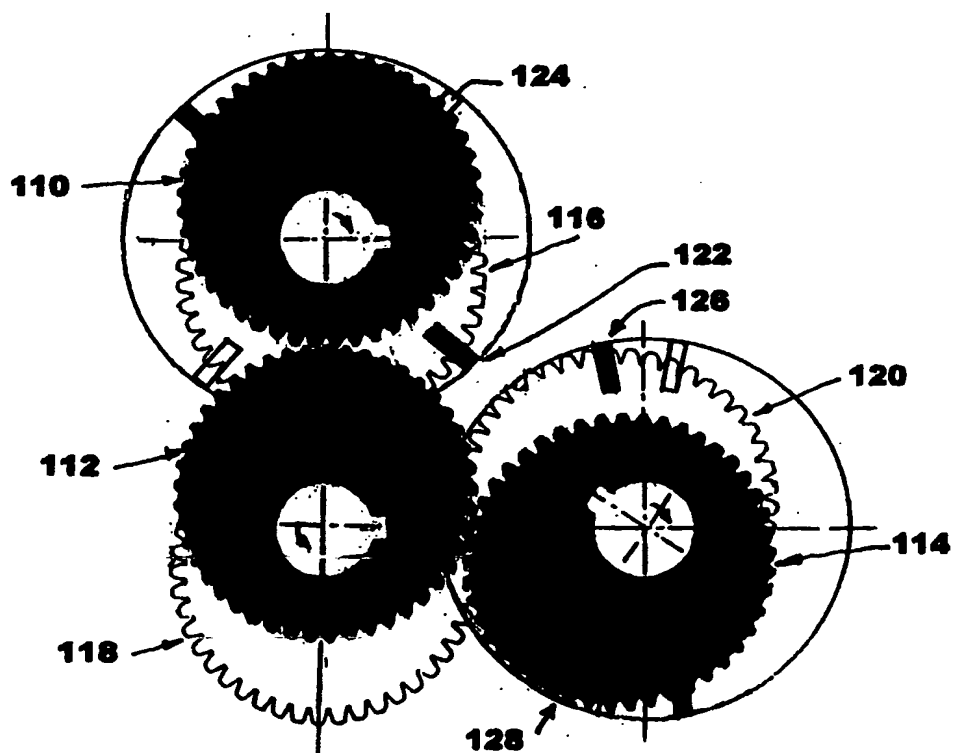


Fig. 12

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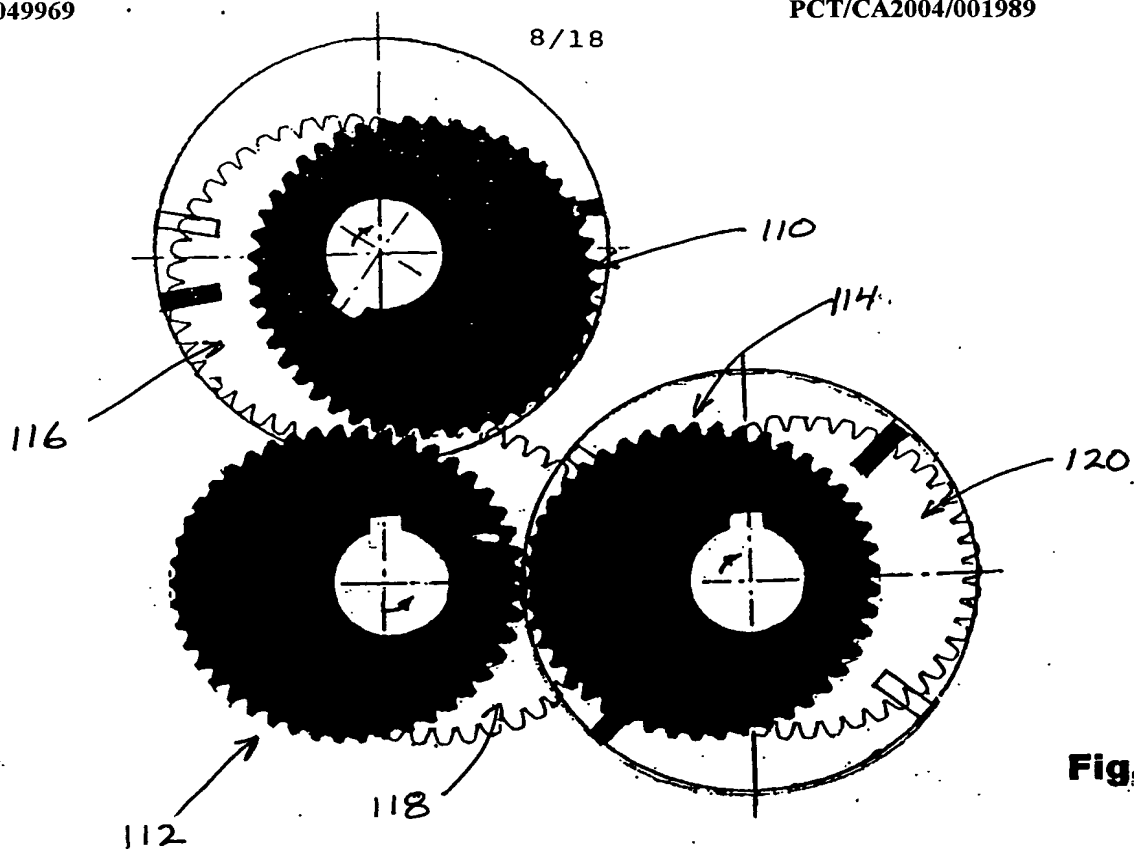


Fig. 13

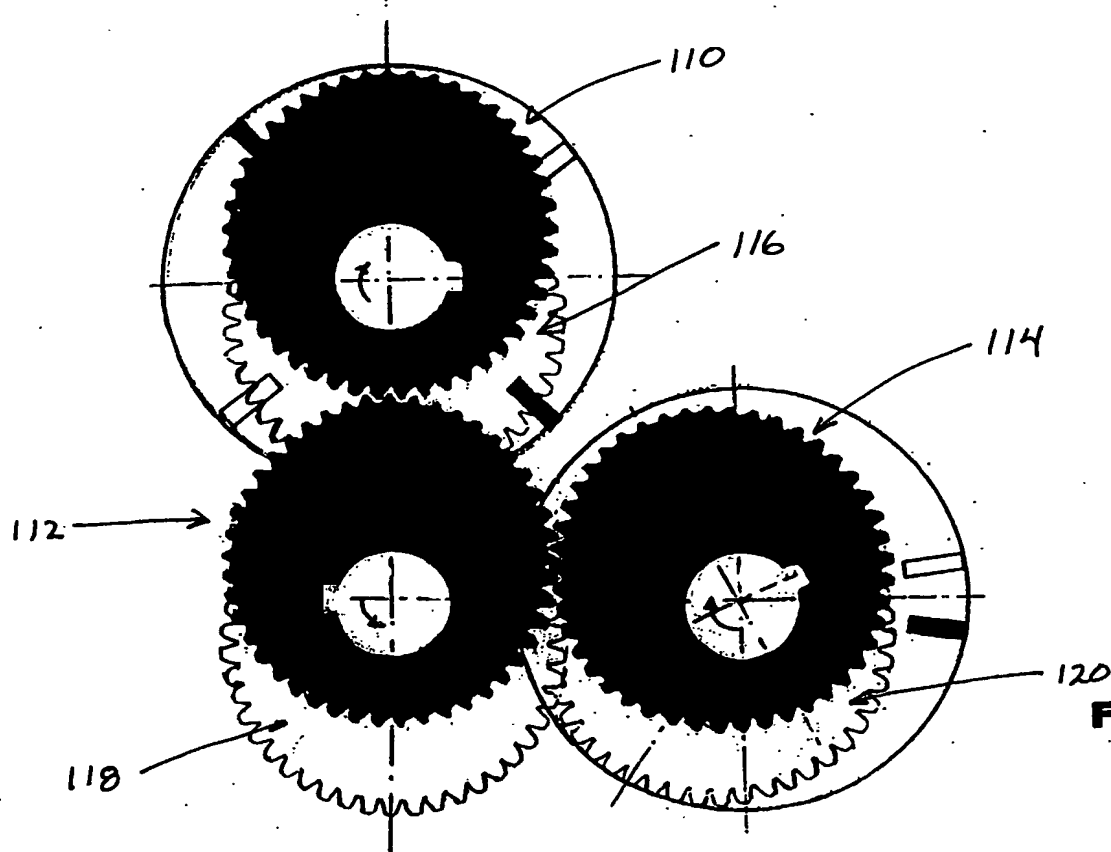


Fig. 14

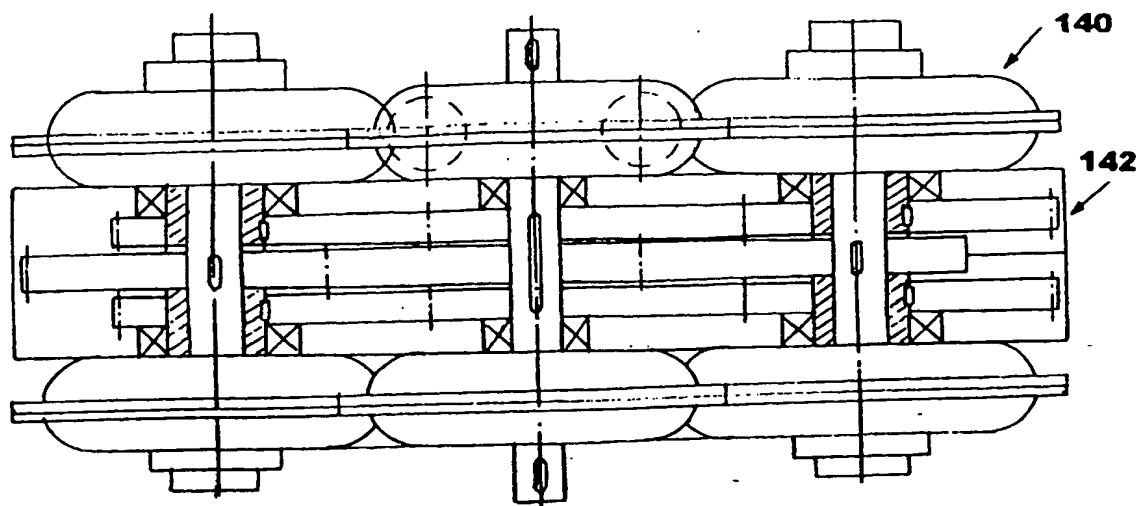


Fig. 15

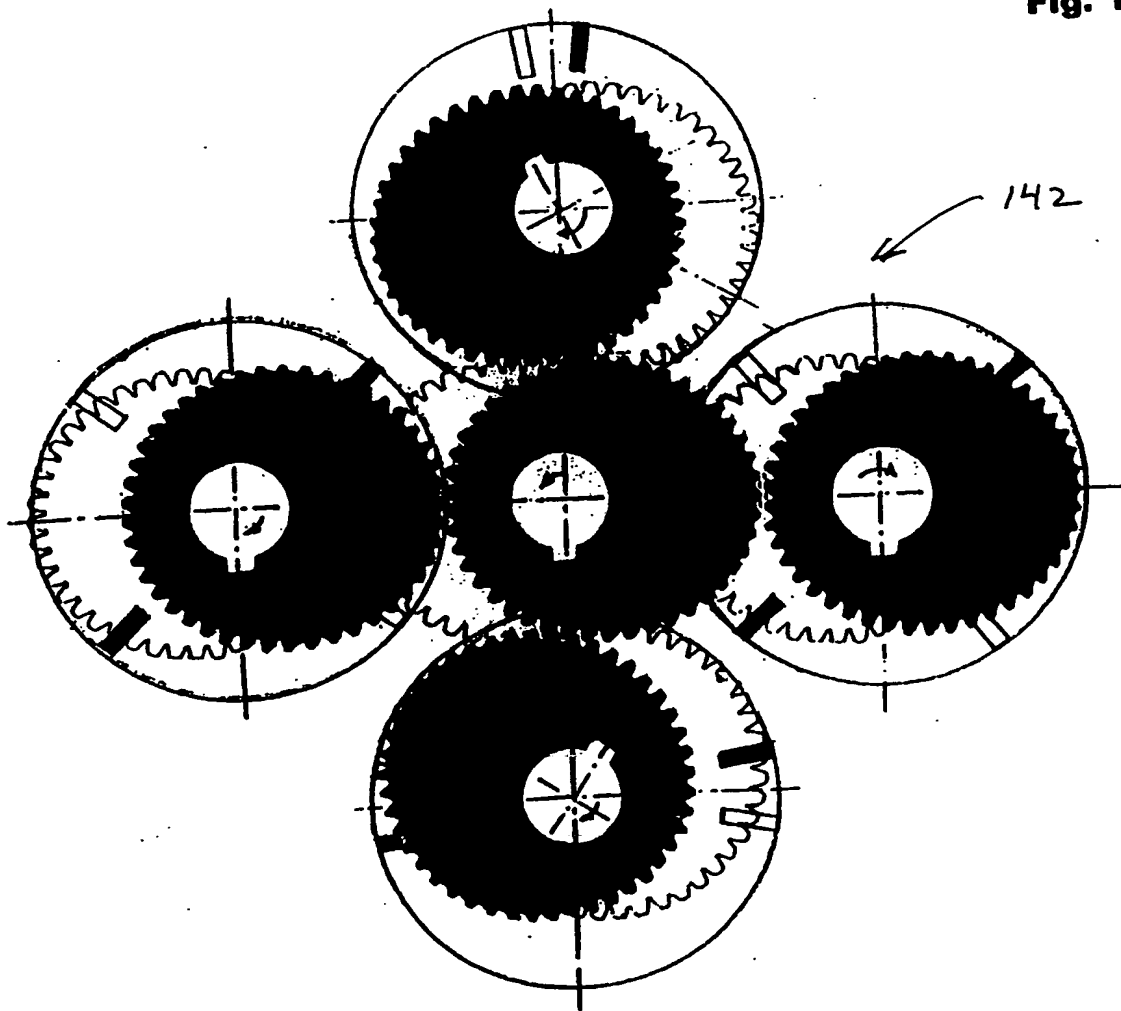


Fig. 16

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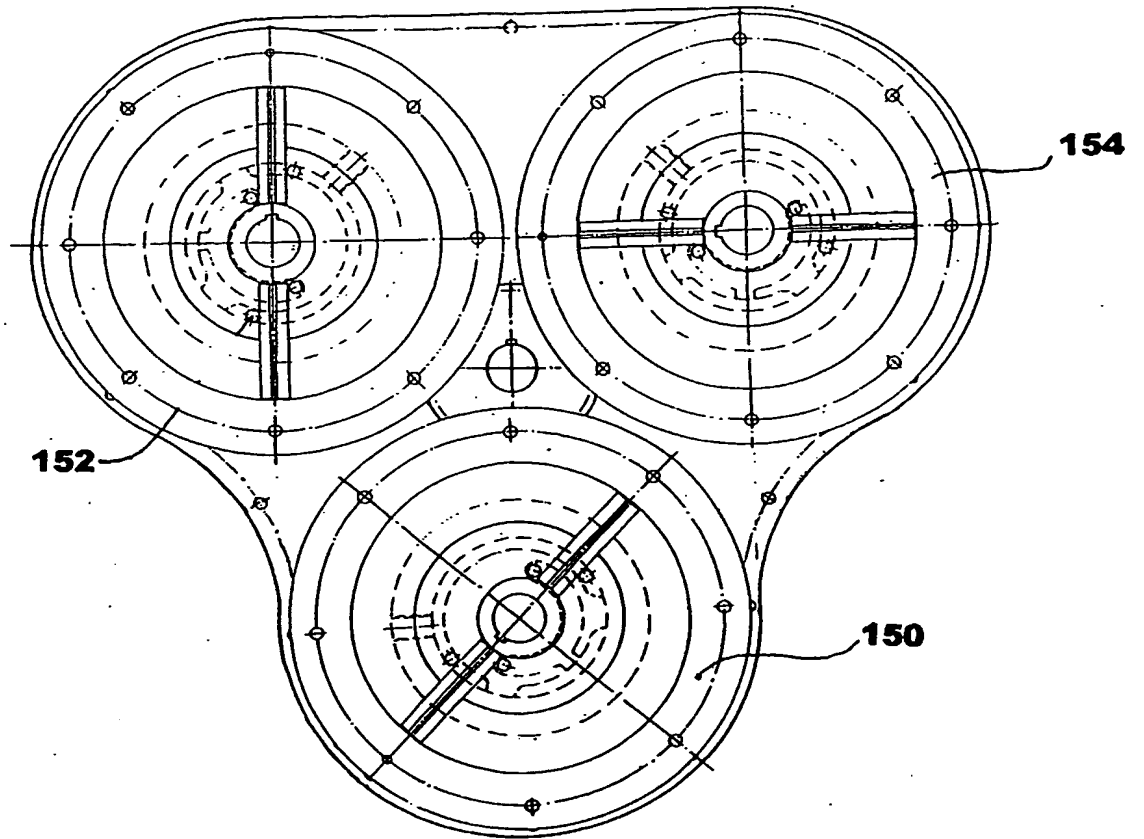


Fig. 17

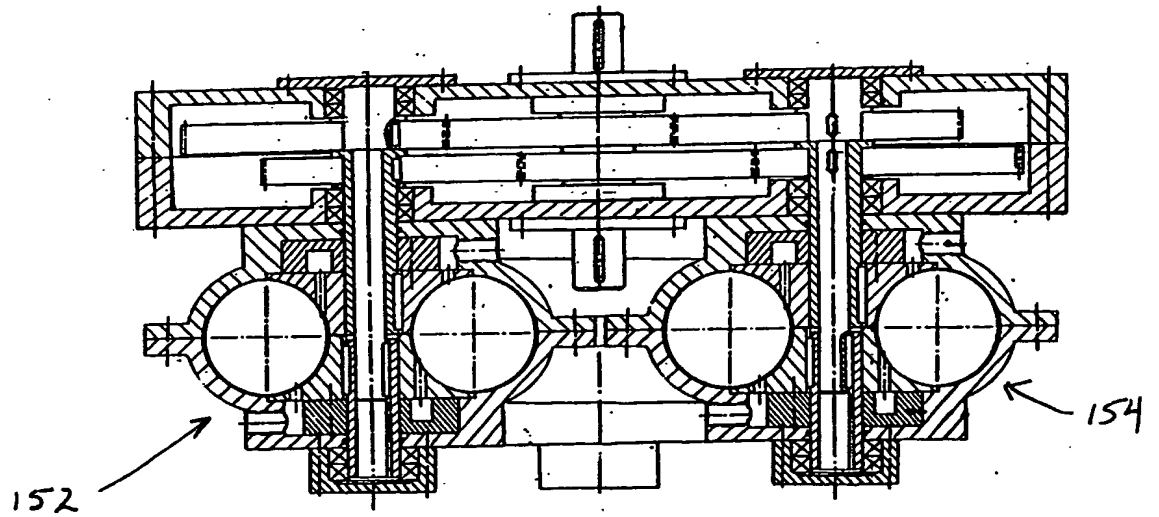


Fig. 18

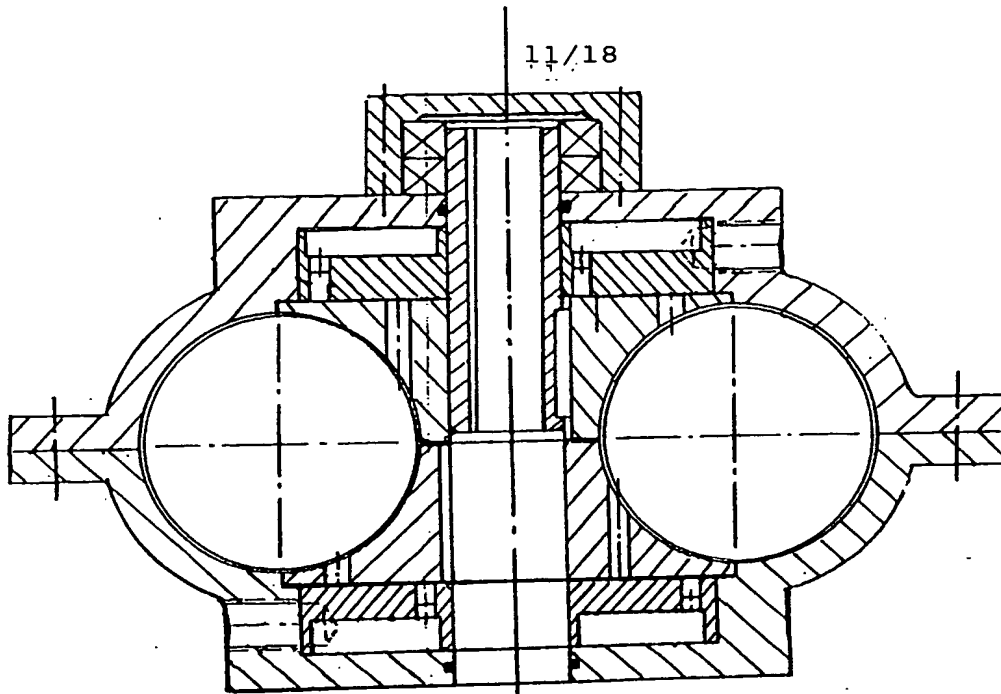


Fig. 19

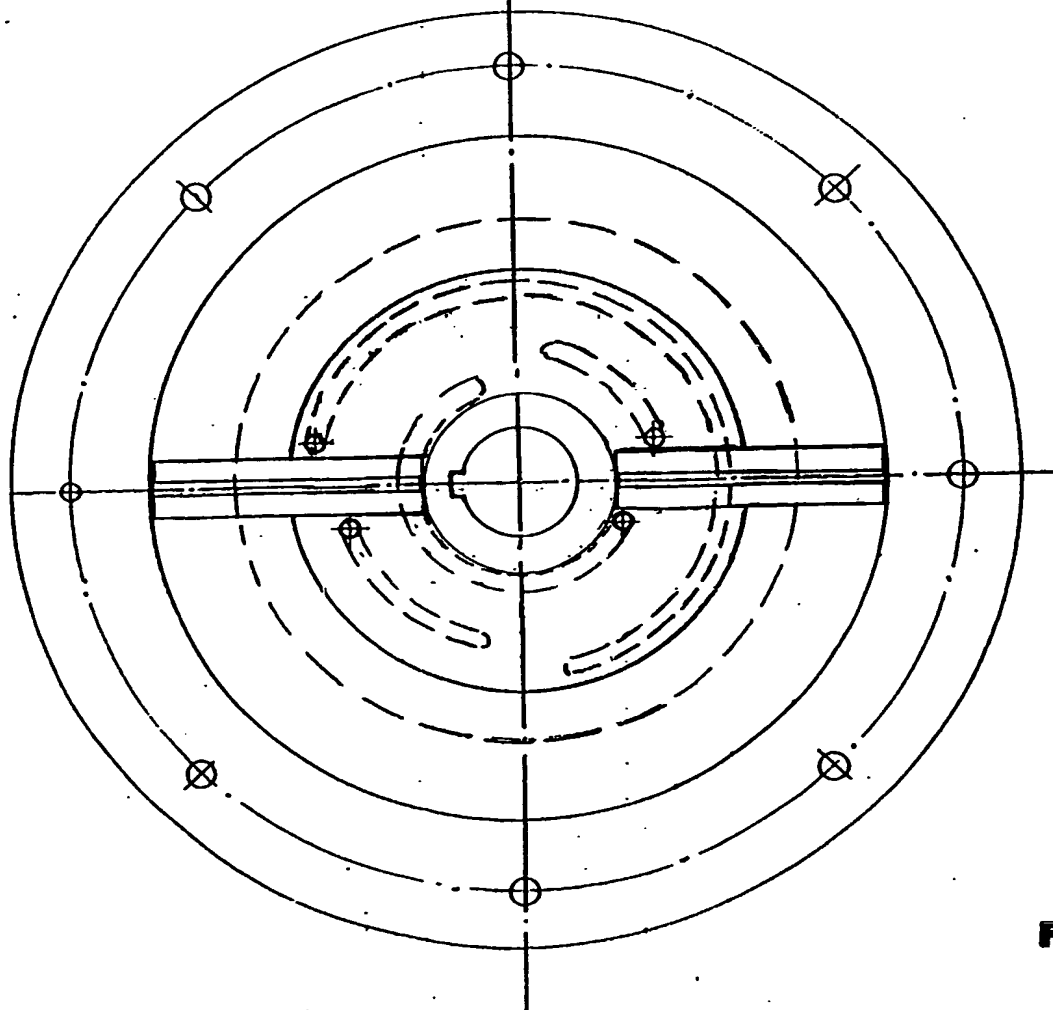


Fig. 20

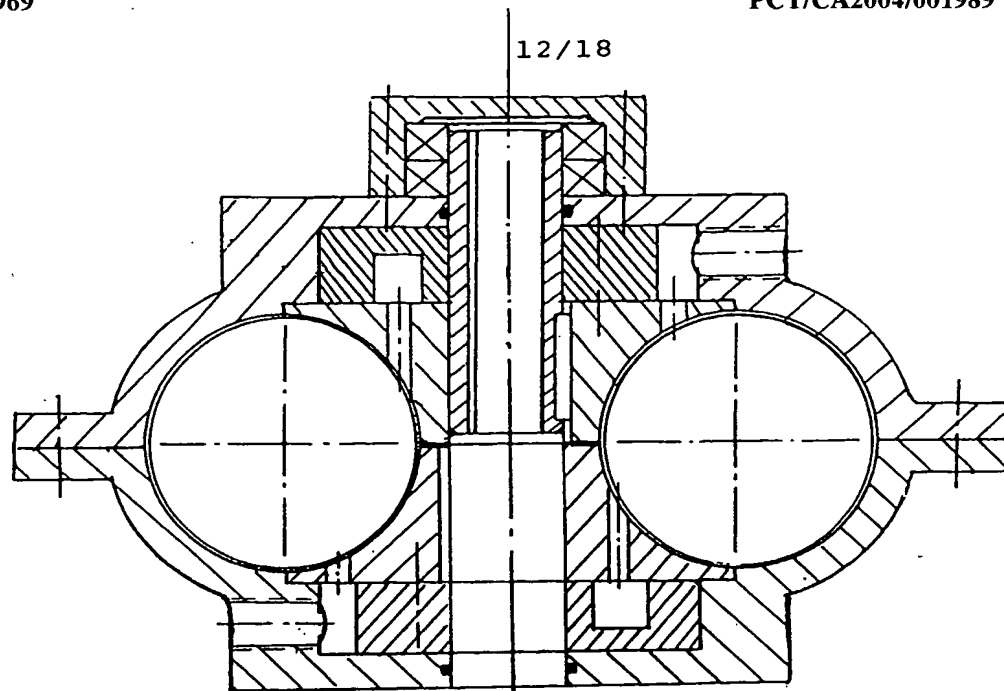


Fig. 21

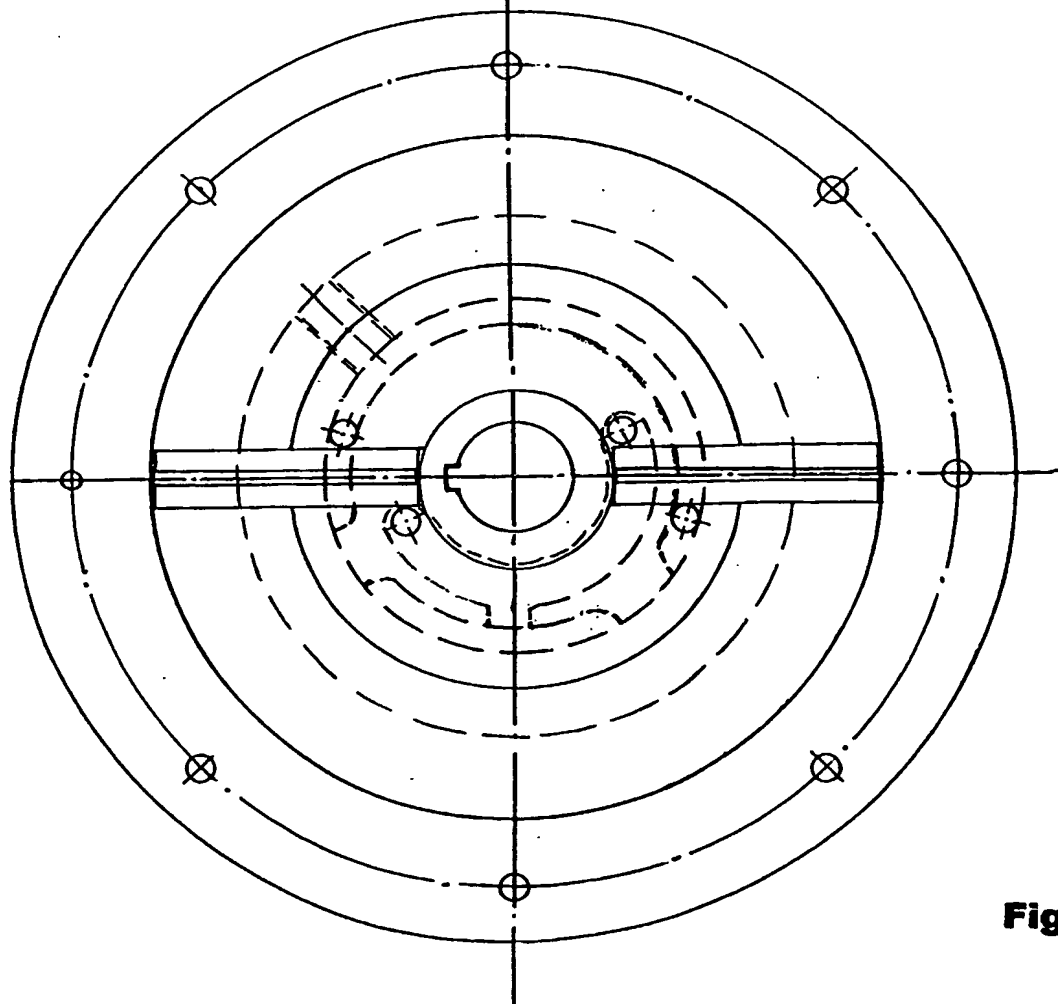
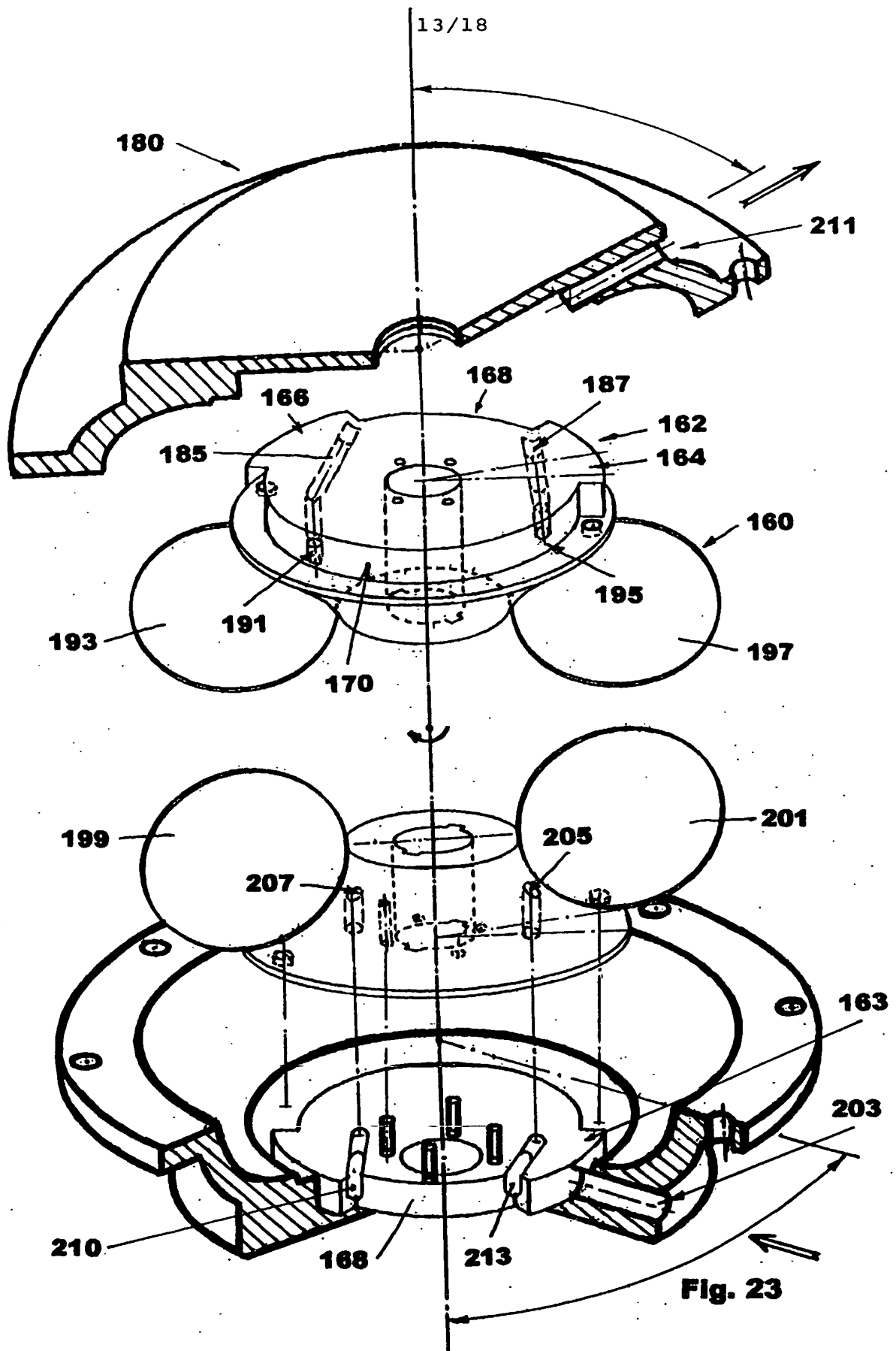


Fig. 22



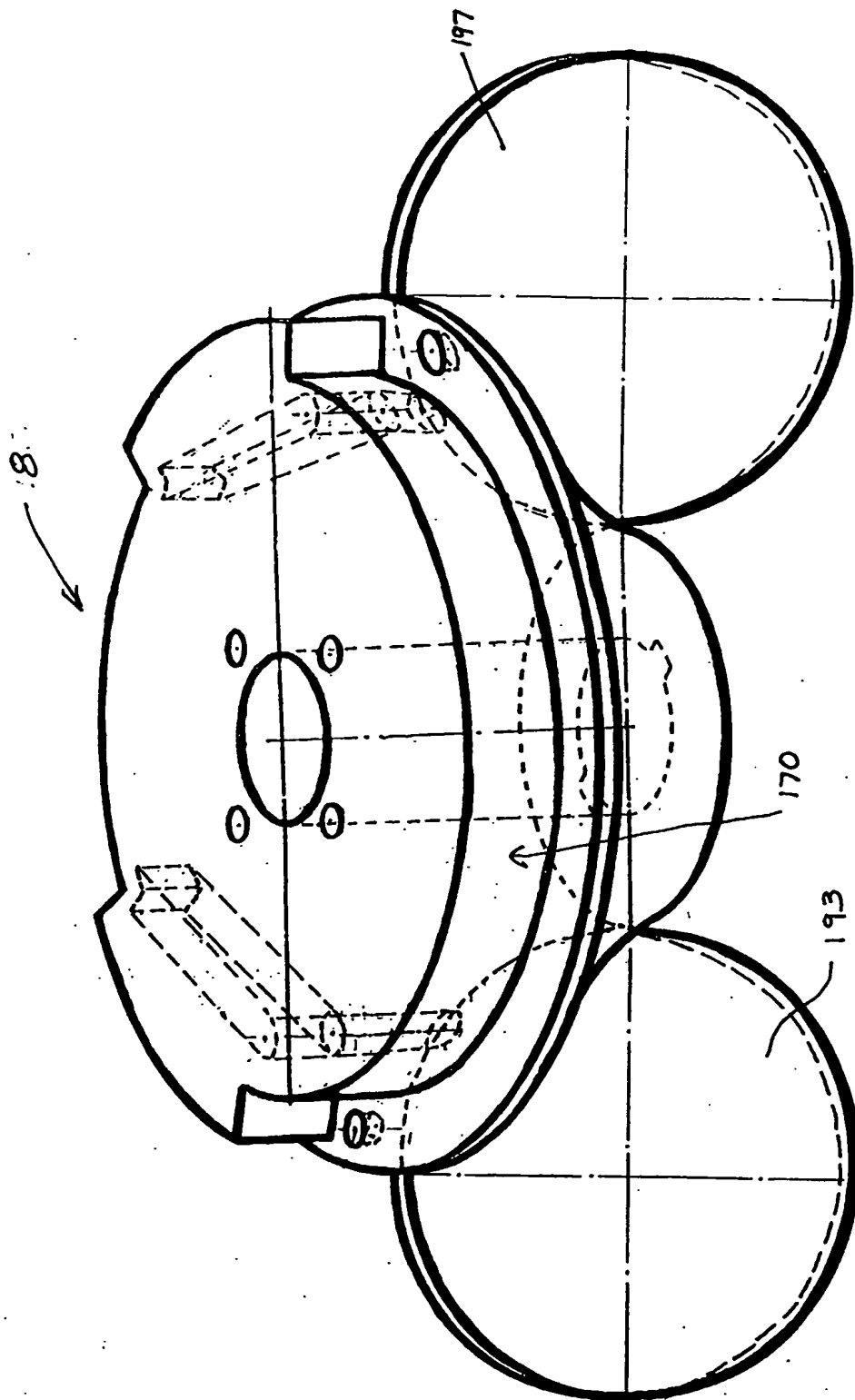
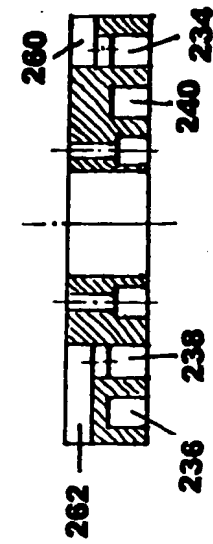
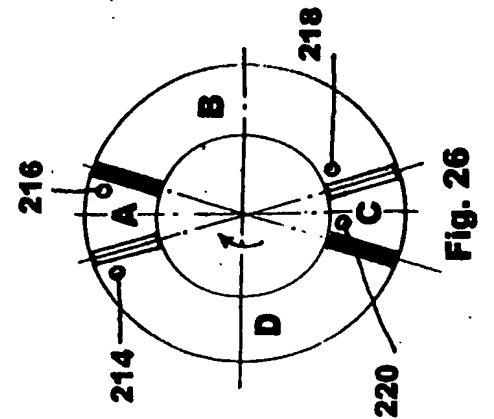
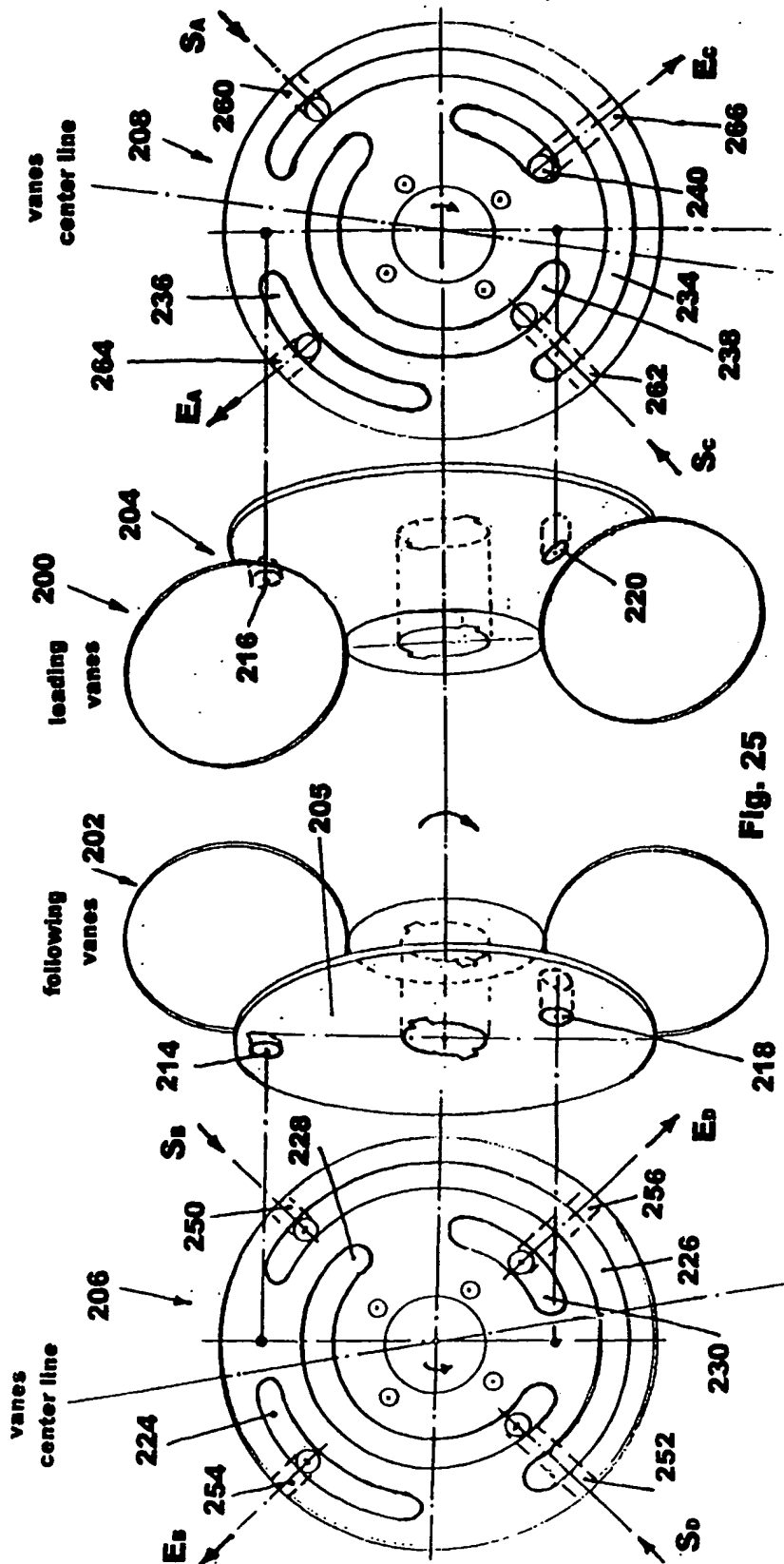
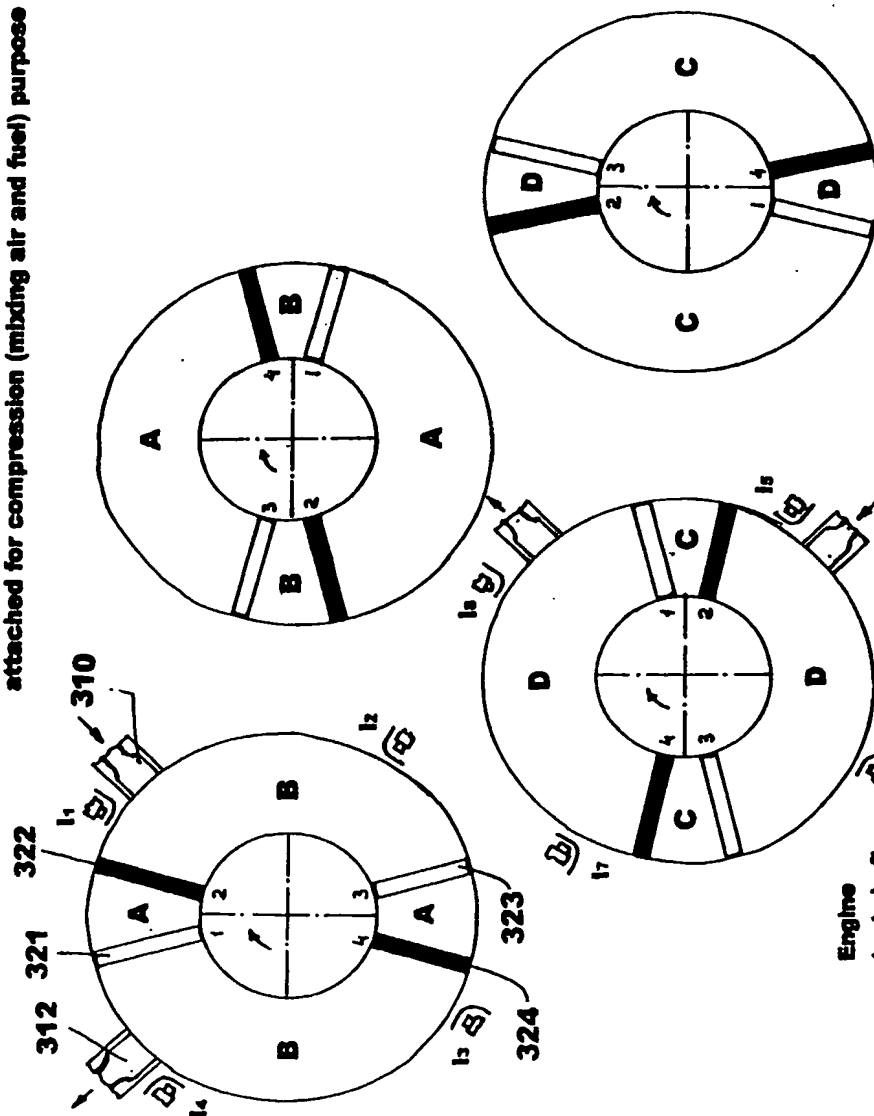


Fig. 24

Engine output shaft 0°



Engine configuration with two engine units and third unit attached for compression (mixing air and fuel) purpose



Engine output shaft		0° (360°)		90°		180°		270°		* compressed air and fuel delivery from third unit		
A	Exhaust	#	<table><tr><td>11</td><td>12</td></tr></table>	11	12	Combustion	Exhaust					
	11	12										
B	Combustion	Exhaust		#	<table><tr><td>12</td><td>14</td></tr></table>	12	14	Combustion	360°			
12	14											
C	Exhaust	Exhaust		#	<table><tr><td>15</td><td>17</td></tr></table>	15	17	Combustion	Exhaust			
	15	17										
D	Combustion	Combustion		Exhaust		#	<table><tr><td>16</td><td>18</td></tr></table>	16	18	Combustion		
16	18											

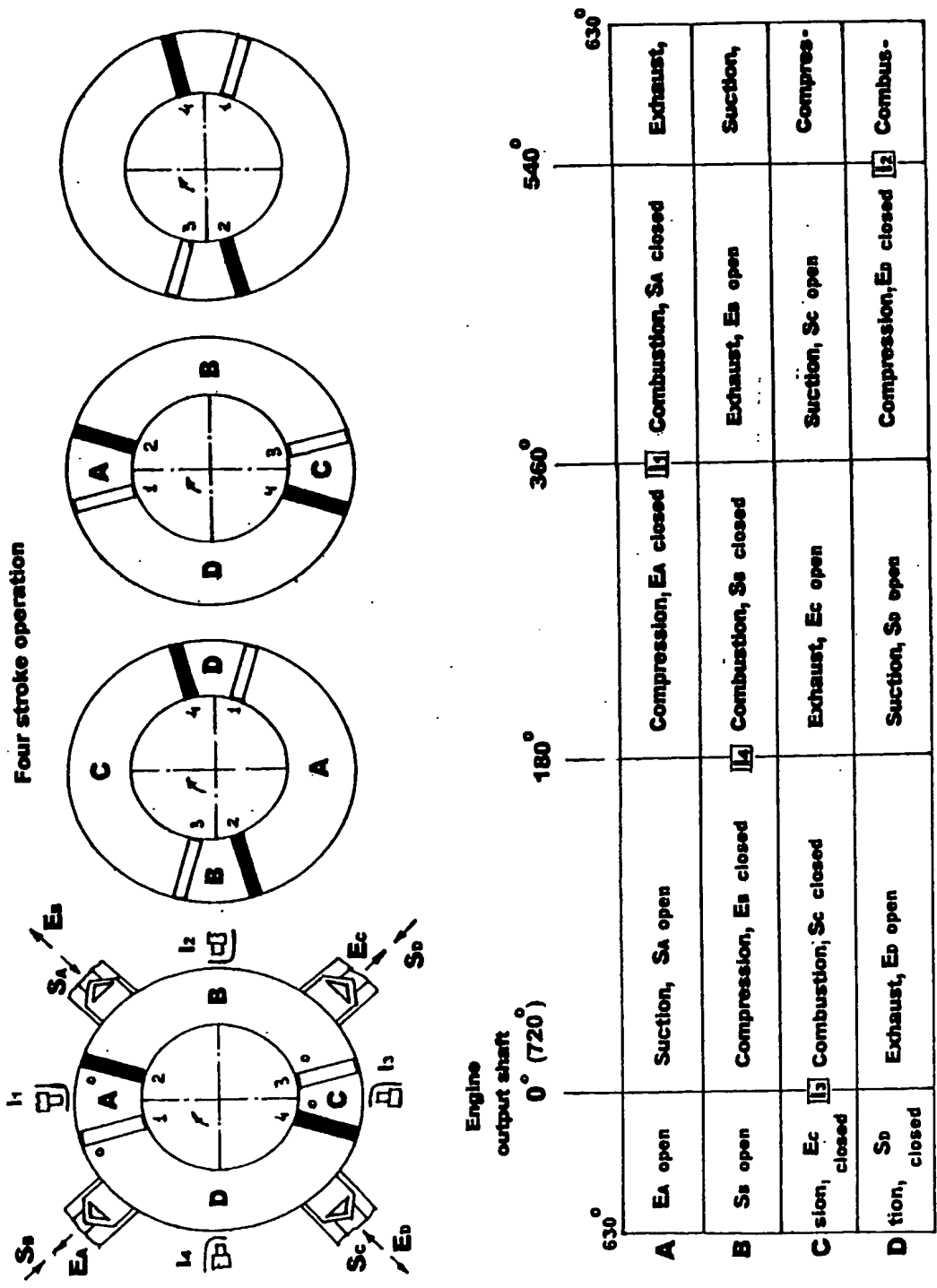


Fig. 29

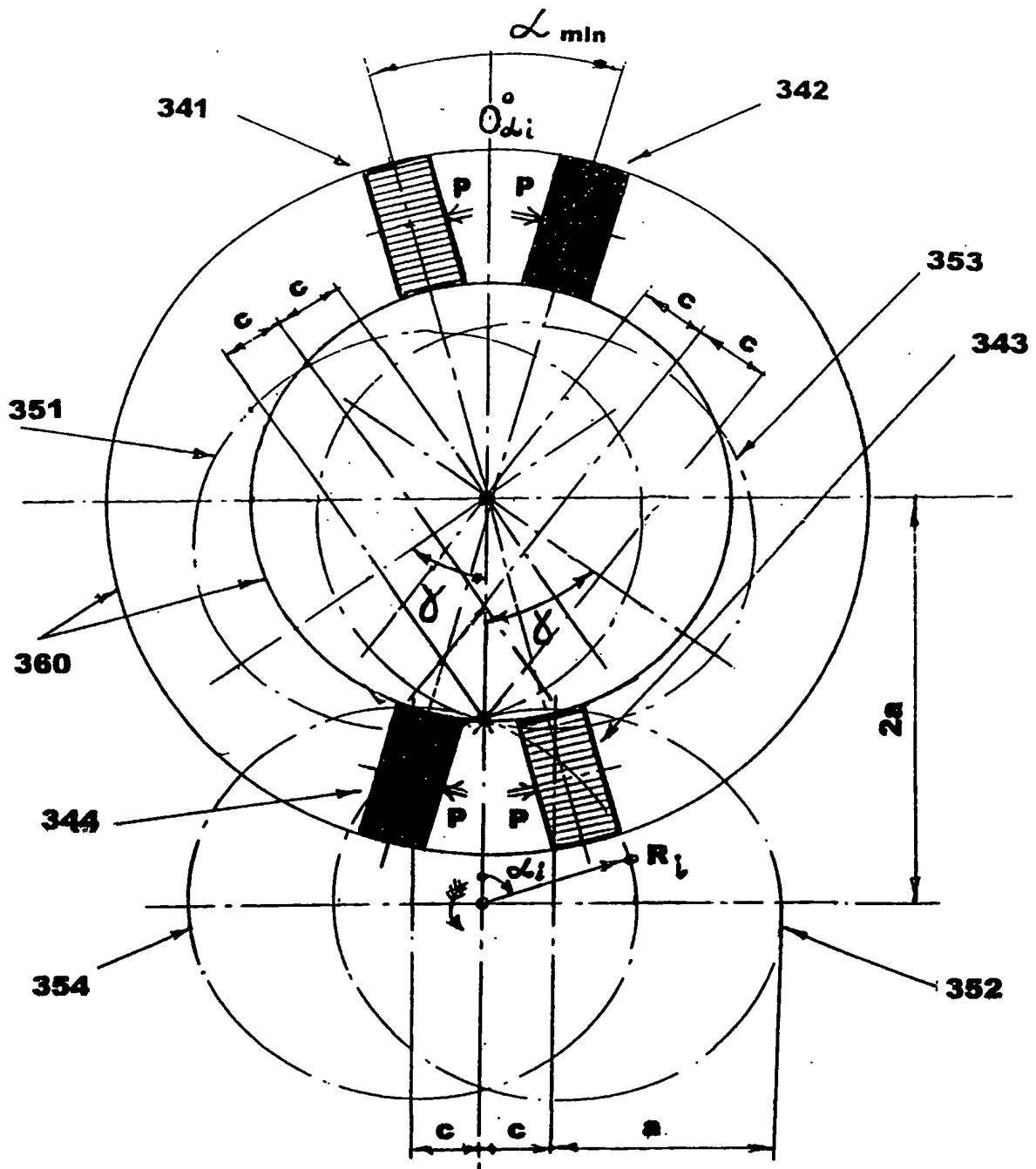


Fig. 30